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TYNE PORT HEALTH AUTHORITY

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# ANNUAL REPORT

of the

MEDICAL OFFICER  
OF HEALTH

for the year

1967

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T. C. FALCONER, M.B., Ch.B., D.P.H.  
MEDICAL OFFICER OF HEALTH







TYNE PORT HEALTH AUTHORITY

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69th  
ANNUAL  
REPORT

of the  
MEDICAL OFFICER  
OF HEALTH

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T. C. FALCONER, M.B., Ch.B., D.P.H.  
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# TYNE PORT HEALTH AUTHORITY

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CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER

DATED 29TH MARCH, 1897.

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LIST OF MEMBERS AT 31ST DECEMBER, 1967.

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ELECTED BY THE CORPORATION OF NEWCASTLE :  
COUNCILLOR B. ABRAHAMS.

COUNCILLOR MRS. I. McCAMBRIDGE.
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COUNCILLOR MRS. R. McVAIN.

COUNCILLOR B. McLEOD.

ALDERMAN DAME C. C. SCOTT, D.B.E., J.P.

COUNCILLOR MRS. A. L. STOREY.

COUNCILLOR MRS. A. I. TELFORD. (Chairman).

ALDERMAN DR. M. THOMPSON, M.D., M.R.C.P.

ELECTED BY THE CORPORATION OF GATESHEAD :  
COUNCILLOR W. COLLINS.

COUNCILLOR C. RYANS.

ALDERMAN B. N. YOUNG, O.B.E.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

ALDERMAN E. W. MACKLEY, J.P.

ALDERMAN MRS. M. E. SUTTON, J.P.

COUNCILLOR J. R. WAKEFORD.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

COUNCILLOR J. P. HEARN.

ALDERMAN MRS. A. SOUTHWORTH.

ELECTED BY THE CORPORATION OF WALLSEND :

ALDERMAN C. L. PALMER, J.P.

ALDERMAN J. A. McFADYEN.

ELECTED BY THE CORPORATION OF JARROW :

COUNCILLOR H. DUGGAN.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR R. BUTTERWORTH.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR M. LYNCH.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR W. R. McNESTRY.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR W. H. F. SHACKLETON.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR A. MALLETT. (Vice-Chairman).





MILL DAM,  
SOUTH SHIELDS.

TO THE CHAIRMAN AND MEMBERS OF THE  
TYNE PORT HEALTH AUTHORITY.

Madame Chairman, Ladies and Gentlemen,

I have pleasure in presenting my Annual Report, as Medical Officer of Health to the Tyne Port Health Authority, for the year ended 31st December, 1967.

This report has been prepared in accordance with the directions contained in Form Port 20, of the Ministry of Health, which states that the information given under Sections I, V, VIII, XIV, XV and XVI, in an earlier report, which has not changed, need not be repeated annually but, a full report under each section is required quinquennially and this was done in my Annual Report for the year 1965.

During the year 1967, 3,616 vessels with a total net tonnage exceeding 8 millions entered the river, compared with 3,899 vessels with a total net tonnage of 6½ millions during the previous year. This substantial increase in tonnage accompanied by a slight decrease in the number of vessels is an indication of the continuing trend in the increase in size of ships. The decrease in the number of vessels arriving in the river occurred almost entirely in coastwise traffic which continues to decline because of contraction in the coal trade. However, there was little change in the number of vessels arriving from foreign ports and such vessels make the greatest demand on the staff in terms of work.

During the year 274 deratting exemption certificates were issued and 7 deratting certificates following the necessary fumigation or trapping. In addition 43 rodent control certificates were issued in respect of vessels engaged in coastwise trade.

In August, 1967, I had the good fortune to be awarded a travelling fellowship by the Wolfson Foundation on the recommendation of the Association of Sea and Airport Health Authorities. This enabled me to travel to India early in 1968 to study infectious disease and in particular, Smallpox. My itinerary included Bombay, Madras, Calcutta and Delhi and I gained the most valuable experience in seeing and studying, a wide range of infectious diseases. A full report of this visit will be included in my next annual report.

Once again, I am pleased to express my most sincere appreciation of the valuable assistance received from H.M. Customs and H.M. Immigration Service. I am also grateful for the help given to myself and other members of the staff by the Tyne Improvement Commission, the Harbour Master, the Port Operations and Information Service, the River Tyne Police, the Pilots, the Board of Trade, Lloyds Hailing Station, the Shipping Federation, shipowners, agents, masters, and many others.

In conclusion, I wish to record my appreciation of the support and encouragement I have received from the Chairman and Members of the Authority. In addition I wish to thank all members of staff for their assistance and loyal co-operation throughout the year.

T. C. FALCONER,  
Medical Officer of Health.

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SECTION I—STAFF

TABLE A.

Name of Officer	Nature of Appointment.	Date of First Appointment	Qualifications	Any other appointments held
Dr. T. C. Falconer .....	Medical Officer of Health .....	5th April, 1963 ...	M.B., Ch.B., D.P.H.....	Medical Inspector of Aliens and Commonwealth Immigrants.
Dr. J. O'Leary .....	Deputy Medical Officer of Health (part time) .....	1st July, 1965 .....	M.B., B.Ch., B.A.O. ...	Deputy Medical Inspector of Aliens and Commonwealth Immigrants.
T. H. Ogle .....	Clerk to the Authority (part time) .....	1st October, 1963	L.L.B. ....	Private Legal Practice.
W. B. Weatherston .....	Chief Port Health Inspector ...	6th Feb., 1933 .....	Cert. R.S.I. Certificate Meat and other Foods	
J. Cosgrove .....	Deputy Chief Port Health Inspector .....	1st Aug., 1962 .....	Cert. of P.H.I. Examining Board, Cert. of Meat and other Foods. Smoke Inspectors Cert....	
W. O. A. Austin, M.B.E., S.B.St.J. ...	Port Health Inspector .....	12th May, 1965 ...	Cert. R.S.I. ....	
J. Anderson .....	Port Health Inspector .....	1st Nov. 1962 .....	Cert. of R.S. Association. (Sc.) Cert. of Meat and Other Foods ...	
		(Res'ned 10/12/67)	S.R.N.	
D. N. Wallace .....	Port Health Assistant .....	12th July, 1957 ...		
Mrs. V. Moat .....	Aliens' Inspection Assistant ...	27th Feb., 1964 ...		
C. Dixon .....	Clerk .....	17th Oct., 1966 ...		
R. Humphrey .....	Rodent searcher .....	21st Dec. 1951 ...		
L. Humphrey .....	Rodent searcher .....	28th Sept. 1953 ...		
R. S. Burn .....	Senior Launch Coxswain .....	14th April, 1939 ...		
R. J. McDermott .....	Launch Coxswain .....	7th Aug., 1962 ...		
A. Keedy .....	Launch Hand .....	24th July, 1967 ...		
J. S. Hunter .....	Launch Hand .....	6th June, 1966 ...		
		(Res'ned 22/7/67)		
P. J. Taylor .....	Launch Hand .....	1st Aug., 1966 .....		

**PORT HEALTH OFFICE. Medical Officer of Health and Chief Inspector—Mill Dam, South Shields.**  
**Telephone Numbers of Residences—**  
**Medical Officer of Health—Whitley Bay 25020. Chief Inspector—Newcastle 811173. Deputy Chief Inspector—Hebburn 832594.**  
**Tel. South Shields 3419. Telegraphic Address—"Portelth, South Shields".**  
**Inspector—South Shields 3528.**

**SECTION II—AMOUNT OF SHIPPING ENTERING  
THE DISTRICT DURING THE YEAR 1967**

TABLE B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infec- tious disease on board
			by the Medical Officer of Health	by the Port Health Inspector	
Foreign Ports .....	1,457	3,946,592	720	1,464	20
Coastwise	2,159	4,123,307	87	2,116	1
Total .....	3,616	8,069,899	807	3,580	21

Total number of vessels visited by Inspectors : —

British Ships.

Steam .....	637	
Motor .....	1,498	
Fishing .....	123	
		2,258

Foreign Ships.

Steam .....	164	
Motor .....	1,281	
Fishing .....	545	
		1,990

Revisits .....

821

5,069

Total number of crews of vessels visited by inspectors :—

British Ships.

British White .....	41,193
British Coloured .....	1,788
Alien White .....	193
Alien Coloured .....	5,526
	<hr/>
	48,700
	<hr/>

Foreign Ships.

British White .....	1,697	
British Coloured .....	33	
Alien White .....	46,668	
Alien Coloured .....	457	
	<hr/>	
	48,855	
	<hr/>	97,555

British Fishing Vessels.

British White .....	1,597	
Alien White .....	2	
	<hr/>	1,599

Foreign Fishing Vessels.

Alien White .....	7,792	
Alien Coloured .....	1	
British Coloured .....	1	
	<hr/>	7,794

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106,948

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The Nationalities of vessels inspected were as follows:—

British .....	2,198
Belgian .....	3
Canadian .....	2
Danish .....	159
Dutch .....	195
Eireann .....	1
Faroese .....	1
Finnish .....	27
French .....	4
Gambian .....	1
German .....	341
Ghanaian .....	1
Greek .....	9
Icelandic .....	2
Israeli .....	1
Italian .....	7
Liberian .....	21
Nigerian .....	1
Norwegian .....	473
Pakistani .....	2
Polish .....	8
Panamanian .....	14
Portugese .....	1
Rumanian .....	6
Swedish .....	83
Spanish .....	1
Swiss .....	1
South African .....	2
U.S.S.R. ....	13
Yugoslavian .....	2
	<hr/>
	3,580
	<hr/>

Tonnage of vessels visited by Inspectors :—

Steam.		
British .....	1,421,799	
Foreign .....	520,688	
	<hr/>	1,942,487
Motor.		
British .....	3,728,370	
Foreign .....	2,033,490	
	<hr/>	5,761,860
		<hr/>
		7,704,347
		<hr/>
Fishing.		
British .....	14,523	
Foreign .....	48,804	
	<hr/>	
		63,327
		<hr/>

The number of re-visits made during the year were as follows :—

In connection with the issuing of Deratting and Deratting Exemption certificates .....	382
In connection with health .....	354
In connection with defects .....	85
	<hr/>
	821
	<hr/>

### FOREIGN FISHING VESSELS.

Arrivals during the past five years :—

	1963	1964	1965	1966	1967
Polish .....	390	420	490	648	530
German .....	63	50	76	150	113
Danish .....	—	—	—	—	500
Dutch .....	13	27	22	26	36
Others .....	9	5	15	17	12
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Total ...	475	502	603	841	1191
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>

## TYNE FISHING INDUSTRY

The nationality of fishing vessels visited during the year was :—

Belgian .....	1
British .....	124
Danish .....	117
Dutch .....	13
French .....	1
German .....	56
Icelandic .....	2
Norwegian .....	4
Polish .....	348
Swedish .....	2
	<hr/>
	668
	<hr/>

the majority of which discharged their cargoes at North Shields Fish Quay. Three deep sea stern trawlers have recently been built by local owners and fish in the White Sea, Barents Sea, Bear Island and Newfoundland fishing grounds, and during the past year their frozen cargoes have been discharged at Newcastle Quay, but as cold storage facilities have now been built at Albert Edward Dock, all future cargoes will be discharged at that dock. It is understood that these trawlers have proved a success, and that further similar additions to the fleet fishing out of the Tyne may be made.

With regard to foreign fishing vessels it will be seen that the Polish vessels continue to arrive in large numbers in comparison with the vessels of other nations. However during the year there was a very appreciable increase in the number of small Danish vessels using the port. This happened when a sudden glut of sprats occurred in the North Sea, and for some weeks literally millions of this delicacy were discharged at the Fish Quay and also into various foreign fish carriers for export.

Inspections are made of most fishing vessels, and deratting exemption certificates issued when required, but these duties and those imposed by the Damage by Pests Act, 1949 are subject to the availability of time and staff.



The number of vessels inspected during each year for the last 10 years has been as follows :—

1958	Vessels .....	4,800	
	Fishing Vessels .....	61	
	Re-visits .....	536	
		<hr/>	5,397
1959	Vessels .....	4,130	
	Fishing Vessels .....	31	
	Re-visits .....	417	
		<hr/>	4,578
1960	Vessels .....	3,898	
	Fishing Vessels .....	29	
	Re-visits .....	388	
		<hr/>	4,315
1961	Vessels .....	4,392	
	Fishing Vessels .....	156	
	Re-visits .....	553	
		<hr/>	5,101
1962	Vessels .....	4,614	
	Fishing Vessels .....	320	
	Re-visits .....	590	
		<hr/>	5,524
1963	Vessels .....	4,679	
	Fishing Vessels .....	517	
	Re-visits .....	724	
		<hr/>	5,920
1964	Vessels .....	4,364	
	Fishing Vessels .....	398	
	Re-visits .....	679	
		<hr/>	5,441
1965	Vessels .....	4,162	
	Fishing Vessels .....	304	
	Re-visits .....	758	
		<hr/>	5,224
1966	Vessels .....	3,647	
	Fishing Vessels .....	610	
	Re-visits .....	896	
		<hr/>	5,153
1967	Vessels .....	3,580	
	Fishing Vessels .....	668	
	Re-visits .....	821	
		<hr/>	5,069

## CARGO TRAFFIC

Total tonnage entering the port during the past ten years has been as follows :—

1958	Foreign .....	2,570,021	
	Coastwise .....	4,489,741	
		<hr/>	7,059,762
1959	Foreign .....	2,545,285	
	Coastwise .....	4,323,063	
		<hr/>	6,868,348
1960	Foreign .....	2,753,439	
	Coastwise .....	4,278,136	
		<hr/>	7,031,575
1961	Foreign .....	2,876,817	
	Coastwise .....	4,593,261	
		<hr/>	7,470,078
1962	Foreign .....	2,901,251	
	Coastwise .....	4,745,422	
		<hr/>	7,646,673
1963	Foreign .....	2,939,943	
	Coastwise .....	4,764,628	
		<hr/>	7,704,571
1964	Foreign .....	3,108,885	
	Coastwise .....	4,123,398	
		<hr/>	7,232,283
1965	Foreign .....	3,198,637	
	Coastwise .....	4,251,492	
		<hr/>	7,450,129
1966	Foreign .....	2,818,292	
	Coastwise .....	3,848,140	
		<hr/>	6,666,432
1967	Foreign .....	3,946,592	
	Coastwise .....	4,123,307	
		<hr/>	8,069,899

### SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C.

TABLE SHOWING PASSENGER TRAFFIC FROM 1958 TO 1967

Year.	Passengers.	
	Inwards.	Outwards.
1958 .....	62,333	64,059
1959 .....	64,424	66,416
1960 .....	66,460	69,662
1961 .....	70,128	73,229
1962 .....	70,842	74,258
1963 .....	65,016	67,393
1964 .....	75,451	75,130
1965 .....	77,849	80,221
1966 .....	88,639	87,751
1967 .....	79,527	81,319

The bulk of the passenger trade is with Norway, and long established services continue to be operated by the Fred Olsen Company with the vessels "Blenheim" and "Braemar" and the Bergen Steamship Company with the vessels "Leda", "Venus" and "Jupiter". The former company operates a regular service to Oslo and Kristiansand with up to three sailings weekly in each direction. The latter company's vessels sail to Bergen, Stavanger and Haugesund, with seven sailings weekly in each direction. These services, operated by the Bergen Steamship Company, were greatly improved by the introduction, during 1966, of thrice weekly sailings by a 9,000 ton vessel "Jupiter" with stern loading for cars. This "roll-on" service is operated from a special berth at Tyne Commission Quay, North Shields; the adjacent passenger terminal is well appointed and has special facilities for dealing speedily with cars.

The summer passenger service to Esbjerg in Denmark was maintained by the vessel "Kronprinsesse Ingrid" with three round voyages weekly. This service operates from a modern passenger terminal at Denmark Quay, Newcastle upon Tyne.

These passenger services, amounting to up to thirteen weekly sailings in each direction by regular passenger vessels with accommodation for up to nearly 600 passengers, are augmented by smaller cargo vessels providing limited accommodation for passengers travelling to other European ports mostly in Holland and Germany.



Through the courtesy of the General Manager of the Tyne Improvement Commission, I am able to give the following report on the import and export trade of the Tyne Ports.

**General Merchandise—Imports.**

**Twelve months ended 31st December, 1967**

Included in the above:—

Article	Tons.
Iron Ore .....	1,004,403
Oil Fuel and other oils .....	1,083,584
Petroleum Spirit .....	393,455
Petroleum coke .....	23,748
Grain .....	248,017
Cement .....	31
Timber—Deals, battens, boards .....	140,307
Timber—Pit props .....	37,606
Timber—Other sorts (inc. Plywood) ...	30,711
Provisions .....	97,107
Other Metals and Minerals .....	59,321
Fruit and Vegetables (Fresh) .....	23,289
Fish .....	9,660
Iron and Steel Manufactures .....	45,140
Hemp and Flax .....	2,521
Woodpulp .....	17,107
Zircon sand .....	13,736
Antimony Ore .....	13,006
Ale, wines and Spirits .....	3,064
Other Goods .....	110,104
<hr/>	
Total ...	3,355,917

**General Merchandise—Exports (Excluding Coal and Coke).**

**Twelve months ended 31st December, 1967**

Included in the above:—

Article	Tons.
Oil fuel cargo .....	141,844
Petroleum Spirit .....	45,227
Sulphate of Ammonia .....	135
Tar and Pitch .....	23,356
Iron and Steel manufactures .....	29,460
Machinery .....	17,727
Grain and feeding stuffs .....	13,640
Textiles .....	6,026
Paints .....	3,877
Metals (non-ferous) .....	3,381
Fireclay and Fireclay goods .....	1,446
Zircon Processed Sand, etc .....	7,483
Bituminous Manufactures .....	2,137
Electrodes and Electrical equipment ...	5,171
Rope and twine .....	1,200
Other goods .....	52,189
<hr/>	
Total ...	354,299

**Exports of Coal and Coke**

	Tons.
<b>Coal—</b>	
Cargo—	
Foreign .....	121,846
London .....	2,703,721
Coastwise (excluding London) .....	958,330
	<hr/>
Total ...	3,783,897
 Bunkers .....	 14,228
	<hr/>
Total coal ...	3,798,125
 <b>Coke—</b>	
Foreign .....	133,831
Coastwise .....	4,413
	<hr/>
Total coke ...	138,244
	<hr/>
Total Coal and Coke ...	3,936,369

**Principal Ports from which ships arrive :—**

Ships arrive in the River Tyne from ports all over the world. In addition to vessels engaged in normal commercial trading, a large proportion of the ships entering the river are bound for the extensive and well equipped ship repair yards and dry docks for which the Tyne is justly famed.

**SECTION IV—INLAND BARGE TRAFFIC.**

There are no canals in the area and no barges operating in the port.

## SECTION V—WATER SUPPLY.

**Section 1.** No change.

### Section 2. Report of Tests for Contamination

The supply of drinking water to shipping is made by means of some 400 hydrants situated on quays, staithes, and at dry docks, in addition to seven water-boats.

During the year 43 samples of drinking water were taken from sea-going ships and submitted to the Public Health Laboratory; the results of the examinations made were as follows:—

Highly Satisfactory	Satisfactory	Suspicious	Unsatisfactory	Total
35	6	2	0	43

As a result of complaints, two samples were submitted to the Public Analyst for chemical examination and found to be satisfactory. In one case of known salt water contamination due to a fractured pipe line, superchlorination was carried out after repairs had been effected, and subsequent samples showed the water to be highly satisfactory from both chemical and bacteriological standards.

### 3. Precautions taken against Contamination of Hydrants and Hosepipes

No change.

### 4. Number and Sanitary Condition of Water Boats, and Powers of Control by the Authority

The following seven water-boats are available for the supply of drinking water to shipping using the Tyne Ports:—

Name of Water Boat				Name of Owner
"Crystal Stream"	...	...	...	Messrs A. Gibson.
"Harcuss"	...	...	...	Messrs A. Gibson.
"Shearwater"	...	...	...	Messrs A. Gibson.
"Britannia G"	...	...	...	Messrs A. Gibson.
"Daphne H"	...	...	...	Messrs. A. Gibson.
"Limnell"	...	...	...	Messrs. Keedy.
"Drake"	...	...	...	Messrs. Keedy.

Water chlorinated at 1 part per million is supplied by these boats to a large proportion of the shipping using the Tyne, particularly those lying at buoys and in parts of the river not readily accessible to shore hydrants.



In view of the large amount of water supplied to sea-going ships, the attention of the officers of the Authority has been concentrated on these water-boats, visual inspections being carried out on 24 occasions during the year in addition to visits made when sampling.

During the year 93 samples were taken from these vessels and submitted to the Public Health Laboratory; the results received were as follows :—

Highly Satisfactory	Satisfactory	Suspicious	Unsatisfactory	Total
65	14	9	5	93

It will be seen that about 15% of these samples came within the category of suspicious or unsatisfactory, and on a few occasions evidence of the presence of *Bacillus Coli* was found.

Whenever these conditions were found to exist, even in a minor degree, the water-boats were taken out of commission at once, the tanks superchlorinated and thoroughly flushed out; return to service being dependant on a satisfactory sampling result after treatment.

During the year one new water-boat came into commission, and the initial examination revealed conditions which were far from satisfactory. A considerable amount of inspectorial time has been spent educating the crew of the vessel in the basic principles of hygiene, including personal hygiene. There has been a marked improvement in the general standard, but continuous vigilance is still being exercised in order that this standard be further improved.

## **SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS 1966.**

The year under review, 1967, was the first complete year during which these regulations were in force. In addition to consolidating previous regulations, the new provisions, to which I referred in my previous annual report, have proved useful. In particular, it has been possible, on a number of occasions, to insist on deratting measures to ships already in possession of a valid deratting exemption certificate.

1. **List of Infected Areas** (Regulation 6)

No change.

2. **Radio Messages** (Regulations 13 and 14 (1) (a) and (2))

No change.

3. **Notification Otherwise than by Radio** (Regulation 14 (1) (b))

No change.

4. **Mooring stations** (Regulations 22 to 30)

No change.

5. Arrangements for :—

(a) **Hospital Accommodation for Infectious Diseases**

No change.

(b) **Surveillance and Follow-up contacts**

No change.

(c) **Cleansing and Disinfection of Ships, Persons Clothing and other articles**

No change.

## SECTION VII—SMALLPOX.

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

The Newcastle Regional Hospitals Board has designated Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

Durham County Ambulance Service (Telephone Durham 4488) is responsible for the transport of all such cases in the Newcastle region and the vaccinal state of the ambulance crews is the responsibility of the County Medical Officer.

(3) Smallpox Consultants available :—

Name	Address	Hospital, Office or Surgery Telephone No.	Home Telephone No.
Dr. J. Grant	15 Oakwood Avenue, Gateshead, 9.		Low Fell 875035
Dr. J. R. Lauckner	46 St. Georges Terrace, Newcastle upon Tyne and Newcastle General Hospital, Westgate Road.	Newcastle 38811	Newcastle 812132
Dr. W. Minns	County Hall, Newcastle upon Tyne.	Newcastle 28927	Humshaugh 317

(4) Facilities for laboratory diagnosis of smallpox.

These include electron microscopy which ensures rapid and accurate diagnosis.

Specimens are sent to the

Public Health Laboratory,

General Hospital,

Westgate Road,

Newcastle upon Tyne, 4. Tel. 38811.

Particular attention is paid to the vaccination state of all crews of ships arriving from smallpox endemic areas and, where necessary, arrangements are made to perform vaccinations or, on occasion, to inform the next port of call.



## SECTION VIII—VENEREAL DISEASES.

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen and the steps taken to make these facilities known to seamen.

Facilities for the diagnosis and treatment of venereal disease are available at the following centres at the times shown below. Although venereal disease is not compulsorily notifiable, all seamen known to be infected are advised regarding the importance of early treatment and are told where and when this may most readily be obtained.

Newcastle upon Tyne—General Hospital, Ward 34

Telephone: Newcastle 33320

Monday to Saturday—10.00 a.m.—12 noon

Monday to Friday—2.00 p.m.—6.30 p.m.

North Shields—

Preston Hospital, Ward 25

Telephone: North Shields 74101

Tuesday—2.30 p.m.—5.30 p.m.

Friday—3.00 p.m.—6.00 p.m.

South Shields—

Special Clinic, Public Health Dept.,  
Stanhope Parade.

Telephone: South Shields 62649

Wednesday and Friday—9.00 a.m.—12 noon

Monday and Thursday—5.00 p.m.—6.00 p.m.

For the following particulars of attendances of merchant seamen at the above clinics, I am indebted to Dr. W. V. Macfarlane, Consultant Venereologist at Newcastle and North Shields, and Dr. B. Levy, Consultant Venereologist, South Shields.

	Newcastle	North Shields	South Shields
Syphilis .....	5	—	2
Chancroid .....	—	—	1
Gonorrhœa .....	55	6	28
Non-gonococcal Urethritis .....	49	13	32
Non-venereal treated ...	39	8	29
Non-venereal .....	106	9	87
	<hr/> 254 <hr/>	<hr/> 36 <hr/>	<hr/> 179 <hr/>



## SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Number of cases during the year.		Number of ships concerned
		Pass- engers.	Crew.	
Cases landed from ships from foreign ports.	Gastro-enteritis	3	...	3
	Enteritis	1	...	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Influenza	...	15	1
	Gastro-enteritis	1	1	1
	Malaria	...	2	2
Cases landed from other ships	Scarlet Fever	...	1	1

The following category is in addition to the cases shown above:—

Cases which have occurred on ships from foreign ports, diagnosed, and treated on board.	Enteritis		2	1
	Influenza		3	3
	Scabies		3	3
	Erysipelas		1	1
	Malaria		1	1
	Miscellaneous		3	3

### ENTERIC INFECTIONS

Particular attention was paid to all cases, or suspected cases, of enteritis, or gastro-enteritis occurring on board vessels where, compared with ashore, there is a greatly increased risk of infection spreading. This extra hazard is caused by the fact that those on board are living in a relatively closed community, sharing the same water supply, and usually the same food. There is seldom sufficient time to obtain the results of the laboratory examination of specimens prior to the vessel sailing and therefore, in addition to prompt treatment, the vital importance of strict enforcement of good hygiene is always emphasised.

## SCABIES

There is a general increase in the incidence of scabies throughout the United Kingdom and sporadic cases are seen amongst seafaring personnel. Here again, the possibility of spread is increased by living conditions at sea, especially in smaller and older vessels.

## SCARLET FEVER

Scarlet Fever is still a notifiable infectious disease although it is unlikely to remain so under proposed legislation. For every known case of scarlet fever there are many, both contacts and in the community at large, harbouring the causal organism in their throats and hence isolation is of limited value. Even so, this assumes greater importance on board a ship and a case occurring on the m.v. "TUDOR PRINCE" on 28th April, was admitted to an infectious disease hospital.

## ERYSIPELAS

This disease, like scarlet fever, is caused by an organism called a hæmolytic streptococcus and may be severe. Such a case was seen on board the m.s. "BLENHEIM" on 13th March and after all the necessary precautions, including cabin isolation, were taken, the patient, a member of the crew was permitted to continue treatment on board, pending landing two days later in Norway.

## INFLUENZA

An outbreak of this disease affecting almost half the crew of the m.v. "HARMATTON" provides a further example of the greater risk of infection spreading on board ship. Influenza ashore in a severe epidemic, never attains such a high incidence.

## MISCELLANEOUS

During the year, a considerable number of suspected cases of infectious diseases were investigated; of these, only a small proportion proved to be of significance. However, it is always impressed upon the masters and senior officers of all vessels that it is of the utmost importance that all cases, where infectious disease is even remotely suspected, should be fully investigated. Not only is this in the interest of the patient but also in the interest of the full complement and owners of the ship. The neglect of infectious disease within the relative confines of a closed community on board ship, may result in a rapid spread of infection, with both damage to health and possible delay and thus additional costs to the vessels and their owners.

The Medical Officer of Health is mainly concerned with infectious disease, but he is more frequently called upon to deal with medical emergencies, including accidents, in addition to other illnesses of a non-infectious nature. The most frequent types of emergency case, requiring immediate admission to hospital for medical or surgical treatment, are coronary thrombosis and acute appendicitis. Apart from these, the following unusual incidents are worthy of mention.



On the afternoon of 5th October, a radio message was received from the m.s. "BRAEMAR", inward bound from Norway, stating that there had been a fatal accident on board and that there were several people injured. The Medical Officer of Health boarded the vessel on arrival at 5 a.m. the following morning and learned that the accident had been caused by excessive rolling of the vessel during a freak storm which had sprung up without warning. Treatment was given to several passengers who were able to proceed to their destinations and one crew member, with more severe injuries, was admitted to hospital. The body of the unfortunate victim of the fatal accident was examined by the Medical Officer of Health who certified death due to severe head injuries sustained on falling against a metal support.

Included amongst the passengers arriving from Oslo aboard the m.v. "BRAEMAR" on March 31st, was a school party one of whom, a girl of 13 had sustained severe injuries to her arm during the previous night when she received attention from a doctor passenger. The Captain of the ship reported the incident by radio and requested an ambulance to meet the ship on arrival. In the meantime however, the teachers in charge of the party decided that they wished to take this injured girl home with the rest of the party on a long bus journey. The Captain was so concerned at this decision that he asked the Medical Officer of Health to examine the girl before disembarkation; it was immediately evident that admission to hospital for treatment was essential and the teachers in charge, most reluctantly, accepted this advice. The girl was admitted to hospital for operation and discharged a few days later. The astonishing sequel were the letters of complaint subsequently received by the Medical Officer of Health and the shipping company from the headmaster of the school and the girl's father stating that the girl should have travelled home by bus with the main party. In reply, it was pointed out that the advice of the Medical Officer of Health, fully supported by the consultant surgeon at the hospital, was accepted by the teachers who were acting in place of the parent. Travel abroad by school parties continues to increase and it cannot be too strongly emphasised that responsibility regarding the health and welfare of pupil travellers rests with the accompanying teachers.

On 13th December a member of the crew of a light ship was removed by the Trinity House Vessel "WINSTON CHURCHILL" whence he was transferred to the pilot cutter and admitted to hospital. He was found to be suffering from pneumonia from which he made a good recovery.

The year under review was unusual in so far as no urgent medical cases required to be brought ashore by helicopter or life-boat. On 6th October, a member of the crew of the m.s. "BRAEMAR" sustained head injuries in the engine room during rough weather. It was not possible to meet the request for the patient's removal by helicopter because of the severe weather conditions. Fortunately he was able to receive some medical care from a doctor on board and was admitted to hospital on arrival of the ship.

## VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

Vessels arriving from Infected Ports were boarded by the Medical Officer and Inspectors of the Tyne Port Health Authority as under:—

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Bombay .....	*	...	4
Point Noire .....	*	..	5
Freetown .....	*	1	3
Saigon .....	* †	...	1
Karachi .....	*	...	1
*Smallpox      †Cholera	Total ...	1	14

During the year a considerable number of coloured crews (mostly Indian, Pakistani and Chinese) flew into the country for the purpose of manning new ships, or, crew changes. Their point of departure was generally an “infected” area, viz., Karachi, Bombay, Calcutta, or Hong Kong, and they arrived on board their vessels within 48 hours of leaving these areas. Notice had been received from the Medical Officer, London Airport, of their arrival and destination, and surveillance was maintained during their sojourn in the Port.

## PLAGUE, CHOLERA, YELLOW FEVER, SMALLPOX, TYPHUS OR RELAPSING FEVER.

No cases, nor suspect cases of the above quarantinable diseases occurred in the Port during 1967.



## SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

On the arrival of the Norwegian ore-carrier m.v. "LIVANITA" from West Africa on 4th April, it was reported that on the previous outward-bound voyage, one of the crew, who had been unwell for a few days, suddenly became seriously ill and died unexpectedly. The ship's surgeon from another vessel in the vicinity examined the body and having regard to the symptoms preceeding death, considered meningitis as a probable diagnosis. While loading ore for the Tyne in Monrovia, the entire ship's company was subjected to a thorough medical examination and all were found to be well except the Captain who had a mild attack of malaria for which treatment was immediately commenced and from which a complete recovery had been made during the voyage to the Tyne. On making the necessary detailed inquiries on arrival, regarding the death at sea, the Captain stated that the member of crew concerned had been unwell since the previous voyage to West Africa, a malaria endemic area, and that he had subsequently discovered that this member of crew had been the only member of the entire ship's company who had failed to take the necessary malaria prophylactic tablets. In these circumstances, unknown to the above mentioned ship's surgeon, the Medical Officer of Health formed the opinion that death had most probably been due to cerebral malaria, the signs and symptoms of which closely resemble those of meningitis; malaria, is not directly infectious but is transmitted by the bite of an infected mosquito incapable of survival in the United Kingdom and, under these circumstances, there was no need for any special health control measures to be applied on arrival in the river.

Cases of acute malaria, some severe and even fatal, are, on occasion reported as having been dealt with on arrival. Other cases of recurrent attacks of malaria may arise long after arrival, when all on board have appeared well and clearance has been granted under the regulations. Four such cases occurred as follows. On 19th April, 1967 the m.v. "BORDER CHIEFTAIN" arrived at Palmers Yard, Hebburn from London, and on 2nd June, one of the crew was diagnosed as suffering from malaria by a Medical Officer of the Shipping Federation, and admitted to Sheriff Hill Hospital. On 25th April, 1967, the s.s. "BRITISH SEAFARER" arrived at Smith's Dock, North Shields, from Amsterdam, and during the week ending 12th June, three cases of recurrent malaria were diagnosed by another Medical Officer of the Shipping Federation. One of these cases was mild, but the other two were sufficiently severe to require treatment in Preston Hospital and Tynemouth Jubilee Infirmary, North Shields, respectively.

The continuing low incidence of malaria may be attributed to the vigorous application of anti-malarial measures, The effectiveness of personal prophylaxis is greatly enhanced by the extensive and continuing decrease in areas previously endemic from which the insect vector has been eliminated. Much of the credit for this is due to the World Health Organisation.

## **SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED OF PLAGUE**

Plague is a serious infectious disease and is one of the six internationally recognised “quarantinable diseases”. It is primarily a disease of rodents and may be transmitted to man, in the bubonic form, by the bite of an infected rat flea. It is essential, therefore, that all vessels should be kept as free from rats as possible; the procedure for doing this is described in Section XII. This matter is universally recognised to be of such importance that all deep sea vessels must comply with regulations which require them to have a valid Deratting or Deratting Exemption Certificate (See Table F).

During the year there were no cases, nor suspected cases of plague in ships arriving in the river Tyne, and all bacteriological tests on rats proved negative.

## SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Should there be any report of rodent life on a ship, steps are taken to carry out an examination in which note is taken of runs, gnawings, old and recent excreta, together with the existence of temporary and permanent harbourage and its treatment.

On the result of this examination the appropriate treatment is decided, which may be poisoning, trapping or fumigation, the latter being carried out when the ship is empty.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation before destruction by incineration. Any abnormal rats are further examined, and if necessary, are subjected to bacteriological examination.

3. The deratting of ships is carried out by private contract between the agent and fumigating firms on the approved list of the authority.

These firms are:—

Messrs. Contra Pest Services Ltd.

Messrs. Joseph Currie and Sons.

(Trapping and Poisoning only)

Messrs. J. Cuthbertson & Co. Ltd.

Messrs. Rentokil Laboratories Ltd.

The marine rat population has shown a steady decrease for many years, and on the occasions when evidence of rats or mice is found, the numbers are usually so small as to make the cost of fumigation, in both time and money, out of proportion to the result achieved. A system of prebaiting and/or trapping is now therefore quite common, being carried out by the above approved firms with results which are completely satisfactory to this authority and the shipowners concerned.

During 1967 however the number of ships found to be infested with rats has shown an increase over previous years, resulting in the necessity of using traps, poison or fumigation on 11 occasions. The number of rats and mice recovered dead after carrying out these operations was 280 as compared with 156 during the previous year.

4. Rat proofing is now a major consideration with Naval Architects in the construction of new tonnage, and in older vessels the substitution of expanded metal and sheathing for wooden conduits and casings is proceeding with successive surveys.



TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Numbers.
Black rats .....	240
Brown rats .....	Nil.
Mice .....	40
Rats sent for examination .....	4
Rats infected with plague .....	Nil.

**Prevention of Damage by Pests Act, 1949.****Prevention of Damage by Pests (Application to Shipping) Orders, 1951—1956.**

Under these regulations examinations of coasting vessels are carried out with a view to ascertaining that they are rodent free, whereupon Rodent Control Certificates are issued, which are valid for four months.

At this port, vessels to which these certificates are issued are nearly all colliers, engaged in carrying coal to gas works and power stations in the south of England, and to which 43 certificates were issued during the year.

Some of the colliers, as well as many other general cargo vessels, carry foodstuffs on the coast, but as they frequently trade to the Continent, they require an International Deratting Exemption Certificate which covers their coasting voyages also.

The Ministry of Agriculture, Fisheries and Food operate a practical and theoretical course at Durham every year for Public Health Inspectors and Rodent Operators, in order to acquaint them with modern procedures of dealing with rodent infestation; the authority sends its Rodent Operators to these courses yearly.

TABLE F.

**Deratting Certificates and Deratting Exemption Certificates issued during the year.**

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
After fumigation with.		After trapping.	After poisoning*	Total		
H.C.N.	Other fumigant (State Method)					
1	2	3	4	5	6	
...	Methyl Bromide		Sodium Fluoracetate			
	3	3	1	7	274	281

\*state poisons used and number of Certificates issued after each poison.



## SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.  
INSPECTIONS AND NOTICES

Nature and Number of Inspections.	Notices served.		Result of Serving Notices.
	Statutory Notices	Other Notices	
Original ..... 3,580	.....	91	85 complied with
Revisits ..... 91			
Total ..... 3,671	.....	91	85 complied with

## CLASSIFICATION OF NUISANCES

Nationality of Vessels.	Number inspected during the year.	Defects of original construction	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British .....	2,198	.....	36	55
Other Nations ...	1,445	1	2	21

## DEFECTS.

The pattern of defects found to exist on board ship does not vary a great deal from year to year. Infestation by cockroaches of accommodation, galleys, pantries and storerooms is the most common 'defect', followed by a miscellany of defects coming under the heading of those caused by wear and tear, and by neglect.

Naturally, it cannot be expected that taps, showers, woodwork, paintwork, etc. will remain in good and efficient condition for ever, and whereas the majority of companies do give their attention to these matters by means of the defects' lists provided by their officers, it is regrettable that a considerable amount of inspectorial time is used in ensuring that the necessary action is taken to correct defects which are 'not on the list', but which, without doubt, should be.

An outstanding example of this was seen during the year on a British vessel which had loaded in Canada and discharged at two English ports before arriving at the Tyne for repairs. On arrival, the entire crew were paid off and vanished; some days elapsed before contact was made with the company's superintendent who had arrived from the west of England, and it was at once obvious that he had absolutely no knowledge whatsoever of the conditions prevailing, and was there purely to see that the necessary work was put in hand to make the ship seaworthy.

Some 35 defects were found and a general summary of them is given below.

General dirty conditions, particularly in pantry and galley.

Unhygienic working surfaces in galley and pantry.

Decomposing vegetables in a dirty refrigerator.

Cockroach infestation.

Beds ranging from damp to wet.

Settees, pillows and mattresses requiring overhaul or destruction.

Neglected paintwork.

Defective W.C. flush.

Deck tiles in washplace in a dangerous condition.

Heating system not functioning efficiently.

After numerous visits to the ship and lengthy discussions with the superintendent, eventually shore labour was engaged to clean up, paint, and carry out our requirements prior to the new crew joining. When the ship sailed, all the work had not been completed; the next port of call was therefore notified by telephone and by letter.

It is not common to find so many defects present on one ship, but it is by no means uncommon for these defects to appear singly on individual ships. When the port health inspector raises the question of rectifying these defects, the defects list is checked, and if the item is not included, he is expected to accept the criteria that if it is 'not on the list', it cannot be expected to receive attention.

It may be thought that coasting vessels, which are in port very frequently, will present a less difficult problem from the supervisory point of view, but on one such vessel which visits the Tyne periodically, a deterioration of the coke-burning galley stove was noted, and the owners

requested in writing to give its repair their attention. They proposed replacing it with a calor gas stove, but as weeks passed the deterioration of the stove increased until the oven became useless due to the penetration of coke fumes from the fire box, and eventually the whole stove was completely incapable of use. The calor gas stove had still not materialised and the crew were now without cooking facilities, with the exception of one man who had purchased his own small calor gas ring.

The Board of Trade Surveyor then took an interest in the matter, and in a surprisingly short time the parts necessary to repair the original coke stove were available. But the stove had by then so completely disintegrated that it was found to be beyond repair. Eventually some three months after the original request was made to the owners, and during which period this vessel had called at many other ports, a calor gas stove was installed.

Some shipping companies may complain that they can only give their attention to defects if their officers put them 'on the list', and the officers may protest that 'putting on the list' is no guarantee of the company's attention being given. The Port Health Inspector may thus be forced to spend time which could be much more profitably spent on other branches of his work.

**The total number of vessels inspected during 1967 :—**

Steamers .....	769
Motor .....	2,811
	<hr/>
	3,580

**The number of vessels on which defects were found :—**

British —Steam .....	32
Motor .....	44
Waterboats .....	—
Fishing Vessels .....	—
	<hr/>
	76
Foreign—Steam .....	6
Motor .....	9
	<hr/>
	15
	<hr/>
	91

**The number of vessels on which defects were remedied :—**

British —Steam .....	29
Motor .....	42
	<hr/>
	71
Foreign—Steam .....	6
Motor .....	8
	<hr/>
	14
	<hr/>
	85



**Defects of Vessels include the following:—**

		Defects. Remedied.	
Accommodation .....	Dirty .....	5	3
	Neglected paintwork .....	5	2
	Verminous .....	37	34
	Litter to destroy .....	2	1
	Burst pipes .....	1	—
	Ventilation .....	2	—
Food Lockers .....	Dirty .....	1	1
	Neglected paintwork .....	1	—
Clothes Lockers .....	Dirty .....	5	2
W.C.'s .....	Dirty .....	4	3
	Neglected paintwork .....	6	4
	Defective Flush .....	4	4
	Inadequate Flush .....	5	3
	Seats to repair .....	2	—
Washrooms .....	Dirty .....	4	1
	Neglected paintwork .....	3	1
	Defective shower .....	3	1
	Defective basins .....	2	1
	Defective tiles .....	1	1
Galley .....	Dirty .....	10	7
	Neglected paintwork .....	8	6
	Verminous .....	22	18
Pantry .....	Dirty .....	3	2
	Neglected paintwork .....	1	—
	Verminous .....	5	6
Provision store rooms ...	Dirty .....	3	2
	Neglected paintwork .....	1	—
	Verminous .....	6	5
Refrigerated Chambers ...	Dirty .....	2	2
	Neglected paintwork .....	4	—
	Defective .....	3	1
Dampness due to .....	Condensation .....	2	1
	Leaking service pipes ...	3	2
	Water on tank tops .....	2	2



Defects of .....	Ports .....	3	1
	Floors .....	3	1
	Tables .....	18	14
	Drainage .....	5	2
	Scuppers .....	3	3
	Bedding .....	2	1
	Upholstery .....	1	—
	Mosquito protection .....	1	1
	Doors .....	1	1
	Shelving .....	2	2
	Service pipes .....	3	1
	Bulkheads .....	4	3
	Chopping block .....	3	2
Heating .....	Inadequate .....	1	1
	Defective .....	1	1
	Stove pipes .....	1	—
Lighting .....	Inadequate natural .....	1	—
Excessive smoke emission .....		20	20
Rat infestation .....		4	4
		<hr/>	<hr/>
		246	174

## **SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948.**

There are no Shell Fish beds within the jurisdiction of the Tyne Port Health Authority.

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## **SECTION XV—MEDICAL INSPECTION OF ALIENS.**

The Medical Inspectors of Aliens holding warrants of appointment at 31st December, 1967 were as follows:—

Dr. T. C. Falconer, Medical Officer of Health.

South Shields—

Dr. J. O'Leary, Deputy Medical Officer of Health;

Dr. T. Lyons.

Newcastle upon Tyne—

Dr. E. J. Carmichael;

Dr. A. L. M. Graham.

### **Other Staff.**

Mrs. V. Moat, S.R.N.

### **Organisation of Work.**

Most of the work of medical inspection of aliens arises in connection with the Norwegian mail-boats, and is carried out by the Medical Officer of Health who attends disembarkations at Tyne Commission Quay, North Shields at 7.00 a.m., and further arrivals at mid-day, or later at week-ends; there are additional mid-morning arrivals during the summer season.

Dr.'s O'Leary and Lyons who are partners in general practice, carry out relieving duties as required.

The summer season passenger service between Newcastle and Denmark continues with three sailings per week with disembarkations at Newcastle Quay at 1 p.m. This schedule does not permit the Medical Officer of Health to attend all disembarkations which, on certain days, coincide with the Norwegian Mail-boat arrivals at North Shields. To assist in the medical inspections at Newcastle, Dr.'s Carmichael, and Graham, who are in partnership in general practice, act as additional medical inspectors of aliens when required.

**Nature and amount of Aliens Traffic.****MEDICAL EXAMINATION OF ALIENS****Aliens Order, 1953.**

during the year ended 31st December, 1967.

1. Number of ships arriving carrying passengers ..... 572
2. Number of ships arriving carrying alien passengers ..... 479
3. Total number of arriving aliens (excluding crews) .....23,268
4. Total number of aliens medically examined ..... 370
5. Reports and certificates for aliens medically examined:—

Nature of report or certificate	Total number of reports and certificates issued	Aliens not permitted to land
A Unsound mind or mentally defective	...	...
B (1) Undesirable for medical reasons	...	...
(a) Inability to support	...	...
B (2) (b) Likely to require medical treatment	...	...
(c) Inability to support <b>and</b> likely to require medical treatment.	...	...
C Conditionally landed for further medical examination	...	...
Totals	0	0

**Accommodation for Medical Inspection and Examination.**

At Tyne Commission Quay, North Shields, there is a well appointed passenger terminal building with medical inspection room and waiting room; these facilities are available to passengers travelling by the s.s. "Leda" and m.v. "Venus" of the Bergen Line. The large new vessel m.v. "Jupiter", of the same company, operates from a new "roll-on" berth further up the same quay and the adjacent new terminal building is very well equipped and also includes a medical inspection room and waiting room. In the case of the Fred Olsen ships, which also operate from Tyne Commission Quay, passport control and medical examination of aliens is carried out on board ship; this is less convenient and entails dealing separately with first and second class passengers.

For passengers arriving from Denmark at Newcastle, at Denmark Quay, a modern passenger terminal includes a well appointed medical inspection room.



## COMMONWEALTH IMMIGRANTS ACT, 1962.

### Medical Examination of Commonwealth Immigrants.

The arrangements regarding the arrival of vessels carrying Commonwealth Immigrants are similar to those in operation in respect of aliens, and all the Medical Inspectors also hold warrants of appointment as Medical Inspectors of Commonwealth Immigrants.

### MEDICAL EXAMINATIONS.

during the twelve months ending 31st December, 1967.

1. Total number of arriving Commonwealth citizens  
subject to control under the Act .....2,234
2. Total number of Commonwealth citizens medically examined ... 0
3. Reports and Certificates for Commonwealth citizens medically  
examined :—

Nature of report or certificate	Number of reports or certificates issued	Number of Commonwealth citizens refused entry
A Suffering from mental disorder	...	...
B (1) Undesirable for medical reasons	...	...
B (2) Likely to require major medical treatment	...	...
Totals	0	0

**SECTION XVI—MISCELLANEOUS.****(1)****BURIAL OF PERSONS DYING FROM INFECTIOUS DISEASE**

The arrangements for the burial on shore of persons who have died on board ship from infectious disease may include disinfection and removal to mortuary prior to interment. In the case of death from a quarantinable disease, cremation would be recommended.

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**(2)****FOOD INSPECTION.****PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS,  
1937—1948**

The principal food imports are wheat and maize, fish, fresh, canned and frozen, fruit and vegetables, both canned and fresh, dairy produce and a wide variety of canned meats. Further details regarding these imports will be found tabulated later in this section of the report.

Attention continues to be given to sampling and during the year there was an increase in the number and variety of samples submitted to the Public Analyst. On the other hand there was a decrease in the number and variety of samples submitted to the Public Health Laboratory for bacteriological investigation. It is important to emphasise that decisions regarding the fitness of food for human consumption are more widely and properly based on appearance, taste, smell and palatability than on laboratory findings. Indeed, the results of bacteriological findings, especially in the absence of specific standards, must be interpreted with caution; food which is sterile may be unwholesome and, conversely, food containing bacteria may be perfectly fit for human consumption. The type of food with a potential hazard of bacterial contamination must have a high protein content such as meat or meat products or, less commonly, fish. Much of this type of import, as far as the Tyne is concerned, is canned and is best examined visually. Bacteriological examination of canned foods is of limited value and may in fact be misleading as a routine procedure although such an examination may be useful when applied to other commodities.

The total number of food samples taken during the year was 241; 191 samples covering 13 commodities were submitted to the Public Health Laboratory for bacteriological examination, and 50 samples covering 32 commodities were submitted to the Public Analyst for examination regarding compositional standards, prohibited additives, colouring matters, etc.; all were found to be genuine samples.

The following were the types of commodity sampled.

### Public Analyst

Cheese spread and crab	Smoked cod liver
Kipper snacks	Marzipan chocolate
Bonne suppe	Onions
Flat bread	Tomatoes
Fish pudding	Dehydrated tomatoe soup
Peeled shrimps	Reindeer meat balls
Cheese spread and shrimp	Black currant dessert
Fish balls	Brisling in tomatoe
Margarine	Apricot dessert
Sild in tomatoe	Mackerel in tomatoe
Herring tit-bits in wine sauce	Sild in oil
Dressed crab	Chicken fillets
Goats cheese	Blackberries in syrup
Fried fish cakes	Minced pork
Cheese spread	Braised kidneys
Meat balls	Lunch tongue

### Public Health Laboratory

Eels in jelly	Liver paste
Crab paste	Dressed crab
Soft herring roe	Reindeer meat balls
Caviar	Cod roe
Peeled Shrimps	Minced pork
Pressed cod roe	Mackerel fillets
Mussels	

The amounts and descriptions of food condemned, all because of hold contamination, were :—

	cwt.	qr.	lbs.
Prawns .....	4	2	16
Dogfish .....	13	0	0
Cheese .....	11	1	27

### OFFICIAL CERTIFICATES.

The amount of foodstuffs arriving during the year under the jurisdiction of the Authority and requiring an official certificate on import was :—

2,372 tons 1 qr. 12 lbs.

and consisted of canned, dried and cured meats, ham, mutton, pork, kidneys and livers, various types of sausages and salami, liver paste and casings.

These foodstuffs were all found to be of good quality, fit for human consumption and accompanied by an acceptable official certificate.

The only item condemned and destroyed was 3 cwts 1 qr. of casings, contaminated by spillage.



The following tables show the types and quantities of foodstuffs imported at the Tyne and coming under the jurisdiction of the Tyne Port Health Authority. Further quantities of foodstuffs are also imported at Newcastle Quay, the inspection of which is the responsibility of the Newcastle upon Tyne Corporation by delegation.

**TYNE IMPROVEMENT COMMISSION QUAY,  
NORTH SHIELDS.**

	Tons.	Cwts.		Tons.	Cwts.
Fish .....	8,171	3	Canned fish .....	329	4
Stock fish .....	251	19	Frozen fish .....	58	6
Herring .....	586	17	Herring meal .....	1,544	9
Mackerel .....	19	15	Frozen meat .....	22	10
Casings .....	343	16	Offal .....	176	16
Oysters .....	—	14	Butter .....	1,873	0
Margarine .....	45	3	Cheese .....	328	0
Eggs .....	867	5	Provisions .....	68	3
Crisp bread .....	—	19	Beer and wines ...	70	7
Flour .....	38	18	Chocolate .....	13	9
Flatbread .....	—	14	Potatoes .....	208	6

**JOSEPH RANK & CO. LTD.,  
BALTIC FLOUR MILLS, GATESHEAD.**

**Wheat**

	Tons
English .....	9,690
Australian .....	17,948
Canadian .....	32,404
American .....	8,056
Belgian .....	1,312
Dutch .....	1,438
Rumanian .....	18,276
French .....	2,265
Argentinian .....	2,300
Swedish .....	701

**Maize**

	Tons
American .....	16,623
French .....	2,294
Rumanian .....	1,158

**CO-OPERATIVE WHOLESALE SOCIETY LTD.,  
DUNSTON FLOUR MILLS.**

**Wheat**

	Tons
English .....	1,036
Canadian .....	12,529
Belgian .....	1,333
Argentinian .....	4,101
Dutch .....	720
Australian .....	2,300
Swedish .....	2,224
Rumanian .....	2,004

**Maize**

	Tons
American .....	4,150

## GATESHEAD QUAY.

## HOLLAND.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat .....	1,775	0	Chicken .....	138	15
Fresh fish .....	1	16	Casings .....	1	1
Lard .....	3	19	Cheese .....	148	14
Butter .....	7	13	Confectionery .....	8	19
Rice flakes .....	12	2	Canned milk .....	97	7
Eggs .....	6	4	Vegetables in brine	101	5
Cauliflowers .....	33	14	Lettuce .....	17	11
Onions .....	1,141	2	Peas .....	25	0
Cabbage .....	23	7	Carrots .....	71	3
Beans .....	10	4	Cucumbers .....	22	10
Potatoes .....	454	3	Beetroot .....	5	4
Dried peas .....	22	10	Dehydrated onions	32	3
Canned potatoes ...	8	8	Sauerkraut .....	1	6
Spinach .....	1	5	Apples .....	76	16
Grapes .....	—	6	Pears .....	100	14
Tomatoes .....	57	14	Melons .....	1	7
Gooseberries .....	9	6	Blackberries .....	4	17
Oranges .....	4	1	Canned fruit .....	84	13
Tomatoe powder ...	6	1	Farina .....	104	5
Jam .....	2	5	Tea .....	124	18
Biscuits .....	—	12	Rusks .....	9	8
Beer and wines ...	233	0	Drinking chocolate	20	1
Fruit juice .....	11	15	Barley .....	5	8
Canned vegetables	2	11	Mangoes in brine ...	59	10
Dried fruit .....	—	9			

## GERMANY.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat .....	39	8	Fisheries salt .....	150	0
Sugar .....	1,281	11	Potatoe powder ...	37	2
Canned fruit .....	38	14	Bread .....	1	8
Wine .....	—	16	Shrimps .....	—	3
Granulated			Beer .....	8	11
potatoes .....	10	0	Mushroom powder	1	14
Tea .....	5	16	Asparagus tips ...	2	5
Fresh fruit .....	—	1	Tinned salmon .....	1	12
Dessicated coconut	2	5			

## LONDON.

	Tons.	Cwts.
Tea .....	928	12

## ANTWERP

	Tons.	Cwts.		Tons.	Cwts.
Biscuits .....	8	5	Canned potatoes ...	8	1
Canned meat .....	23	19	Canned vegetables	—	17
Dried fruit .....	—	14	Tea .....	30	10
Sliced onions .....	48	0	Hops .....	10	4
Pineapple slices ...	44	4	Lard .....	5	5

### CREWS PROVISIONS.

Crew's provisions, when rejected by the Board of Trade Food Inspector, must leave the ship, and after having done so their final disposition has not in the past been supervised by any official body.

It is obvious that unfit, diseased or even prohibited meat could enter the country illegally in this manner, as well as other types of foodstuffs which were unfit for human consumption. In order to prevent this happening a local arrangement was brought into being in 1966 whereby the departments interested in this food, i.e. Ministry of Agriculture, Fisheries and Food, the Board of Trade Inspectorate of Crew's Provisions, Her Majesty's Customs and Exise, and the Port Health Authority, have combined informally in ensuring that such rejected provisions are subjected to official control.

In the same year an informal meeting of these bodies was held at Newcastle, their deliberations recorded and forwarded to the Ministry of Agriculture, Fisheries and Food, and the Ministry of Health at London with the suggestions for an official link-up of the interested bodies in an attempt to obtain uniformity of method throughout the country; to date, nothing has come of these proposals.

During the past year items of crew's provisions dealt with in the manner indicated below were beef; mutton; pork; lamb; kidneys; liver; chicken; corned beef; breakfast cereals; flour; rice; fish; preserves; vegetables; milk; and a wide assortment of tinned and bottled goods.

	Tons	Cwts.	Qrts.	lbs.
Destroyed .....	13	2	2	14
Converted to animal food .....	5	8	0	13
Cleaned and returned to ship .....	3	10	1	3
Imported for human consumption .....	—	10	0	18
Total .....	22	11	0	20

### FOOD HYGIENE

Three home-going vessels operate regularly on the River Tyne, mainly in the summer months, when, in addition to scheduled river trips available to the public, many thousands of school children from towns as far as 100 miles away are taken on educational trips. Refreshments being available on these vessels, routine inspections are carried out, and the co-operation of the owners and the crews has been such that the standards of food hygiene have always been satisfactory.

It is regrettable that the hygienic conditions on many deep sea and coasting vessels cannot be said to be of a good standard. In this port, during the past few years, particular attention has been given to food hygiene in galleys, pantries, mess-rooms and the various provision storerooms, and every effort made to improve structural conditions and to educate personnel in the rudiments of personal hygiene when handling food.



It is indeed surprising to note the number of vessels on which unhygienic conditions are allowed to exist—by permitting smoking in galleys, pantries, etc., (evidenced by the number of cigarette burn marks to be found on preparation table tops); the marked deterioration in the coverings of working surfaces; the use of tea towels and dishcloths for their normal purpose when they are actually fit for one purpose only—that of floorcloths; and in one case wood for the galley fire was found to be stored in the flour bin—a fact which perturbed no one on board.

When such conditions are found to exist, there is little doubt that the responsibility can be placed on one person's shoulders. But, inasmuch as the word 'crew' is a collective noun, the responsibility of maintaining hygienic conditions on board ship is also a collective one, supervision being exercised by the Master and/or Officers, and if this supervision were efficiently exercised, unhygienic practices and conditions would soon become a thing of the past.

The port of Tyne, being one of the major ship-repairing ports of the United Kingdom, is excellent for carrying out remedial work, and it is found that Masters and superintendents are mostly co-operative in this direction although, regrettably, time-consuming persistence and even insistence are at times required by the port health inspectors.

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(3)

### **CLEAN AIR ACT, 1956.**

#### **DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958.**

Timed observations made during the year numbered 250, and as a result it was found necessary to contact Masters and/or Chief Engineers on 20 occasions in connection with contravening emissions. (During 1966 the comparative figures were 183 and 34).

In comparison with 1966, 30% more observations were made during the year and the contraventions dealt with dropped from 18% to 8%. This is a welcome change, and although it might be suggested that there is still room for improvement, it must be emphasised that the majority of excessive emissions are caused by mechanical breakdowns, or by the carrying out of repairs and adjustments of fans, burners, etc., aimed at reducing and eliminating excessive smoke.

River craft such as hoppers, dredgers, buoy-lifters, etc., which have given some trouble in the past, have given less cause for complaint during the past year. The cross-river ferries, very old coal-burning vessels, which have given much cause for complaint in past years, have also improved considerably, and since the opening of the Tyne Tunnel in October, traffic using these ferries has decreased so considerably that the week day service has been halved and the Sunday service stopped completely.

#### **(4) RADIOACTIVE MATERIAL.**

A consignment of 22 tons of Isotope Fuel arrived on 16th October from Norway aboard m.s. "BLENHEIM". The stowage, handling, marking and other precautions taken were in accordance with the recommendations of the International Atomic Energy Agency, for the safe transport of radio active materials.

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#### **(5) LAUNCHES.**

The launch "SURVEILLANT", new in 1966, has proved to be very satisfactory except for vibration and engine noise which were both in excess of what would be accepted as reasonable. Insulation of the engine room bulkhead and wheelhouse deck, and adjustments to the propeller have met with some measure of success. While alongside a ship, slight hull damage was sustained from the wake of another vessel passing at excessive speed; the damage was repaired during the annual overhaul and repainting in December.

The other launch "HYGEIA", built in 1938, continued to give satisfactory service throughout the year. The annual overhaul and survey in November, included the removal and complete overhaul of the engine, carried out in alternate years. Repairs and improvements were made to the cabin and new rubber fenders, of the type found to be so effective on "SURVEILLANT" were fitted. The hull was found to be in good condition and the launch reported to be capable of giving further satisfactory service for some years to come.

Overhauls and repairs continue to be carried out, in a very satisfactory manner, by Messrs. Robsons, Boatbuilders, South Shields under the capable supervision of Mr. F. Brown.

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#### **(6) BOUNDARIES OF THE TYNE PORT HEALTH AUTHORITY.**

The boundaries of the Tyne Port Health Authority extend from Newburn on the north bank of the river and Blaydon on the south bank, proceeding eastwards to take in all the riparian borders of the constituent authorities to where the river enters the North Sea between the piers of North Shields and South Shields. This navigable portion of the river coincides generally with the boundaries of the Port Authority, the Tyne Improvement Commission and extends for almost twenty miles.

The river is spanned by the Tyne Bridge which carries the Great North Road from Gateshead to Newcastle and there are, in addition, road and rail bridges further up river. There are no bridges across the remaining eleven miles of the downward reaches of the river which are served by a passenger ferry between Hebburn and Wallsend and ferries carrying passengers and vehicles between North Shields and South Shields. Between Jarrow and Wallsend there are tunnels under the river for pedestrians and cyclists and an adjacent vehicular tunnel came into service in the autumn of 1967, greatly improving cross-river communications.



## **(7) THE ASSOCIATION OF SEA AND AIR PORT HEALTH AUTHORITIES OF THE BRITISH ISLES.**

The Tyne Port Health Authority is a member of the Association and is represented by the Chairman and the Medical Officer of Health at the Annual Conference which is normally held in the district of one of the constituent authorities. The 1967 conference, held in London, was attended by the Medical Officer of Health; unfortunately the Chairman was unable to attend on this occasion. Amongst the subjects discussed, following the presentation of papers, were Examination of Imported Food, Meat Inspection, Radiation, Health Control of Immigrants at Sea and Airports, and the Health of Merchant Seamen.

The Medical Officer of Health is privileged to be a member of both the Medical and General Committees of the Association and attends the meetings of these committees in London where a wide variety of subjects regarding Port Health Control is discussed. The membership of these committees includes the Medical Officers of Health of all the major ports and also officials from government departments. A most valuable opportunity is thus afforded, to discuss problems of mutual interest and concern.

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## **(8) DANGEROUS DRUGS.**

During the year, eleven certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs (No. 2) Regulations, 1964, Regulation 13 (2) of which states :—

- (a) The master of a foreign ship which is in a port in Great Britain shall be authorised to procure such quantity of drugs and preparations as may be certified by the medical officer of health of the port health authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port.
- (b) A person who supplies a drug or preparation in accordance with a certificate given under this paragraph shall retain the certificate and mark it with the date on which the drug or preparation was supplied and keep it on his premises so as to be at all times available for inspection.

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## **(9) MERCHANT NAVY WELFARE BOARD.**

The Medical Officer of Health is a member of the local Port Welfare Committee which affords him further opportunity for useful liaison with representatives of such organisations as the Shipping Federation, Board of Trade, National Union of Seamen, Merchant Navy and Air Line Officers Association and the Consular Corps. Also represented are the various voluntary organisations such as the British Sailors Society, the Apostleship of the Sea and both British and Foreign Missions to Seamen, all of which deserve the greatest possible credit and support for the splendid work which they do amongst seamen and their families ashore.



(10)

**EDUCATION.**

During the year, a number of visits were paid by groups of medical undergraduates in the course of their public health studies. In addition, the Medical Officer of Health lectured and gave practical instruction to doctors undergoing post-graduate study, at the University of Newcastle on Tyne, for the Diploma in Public Health. It is always encouraging to find, once again, the keen interest shown in Port Health work which is an important and specialized branch of preventive medicine, knowledge of which, appears to be largely confined to those engaged in this field. The Medical Officer of Health gave illustrated lectures to voluntary organisations and also to a professional society.

The Chief Port Health Inspector again gave a series of lectures to pupil Public Health Inspectors as part of the course laid down by the Public Health Inspectors Examination Board and practical instruction on the river was given to these students individually throughout the year. The Authority is thus able to make a valuable contribution in the educational field although it would be impracticable to employ a pupil inspector because of the limited scope of specialised experience which could be offered.

(11)

**PORT FACILITIES.**

As one of the major seaports in the United Kingdom, the Tyne offers the following wide range of facilities for cargo, passengers, and the building and repair of ships of all sizes.

**Passenger Service**

There are regular services for passengers and cars between Tyne Commission Quay, North Shields, and Norway, with rail connections to London and other parts of the country. A large roll-on car ferry entered the Norwegian service in 1966, operating from a specially constructed terminal; palletised cargo can be handled by fork-lift truck through cargo doors in the side of the vessel.

There is a summer service for passengers from Denmark Quay, Newcastle to Denmark operating thrice weekly.

**General Cargo Facilities**

The facilities provided by the Port Authority, the Tyne Improvement Commission, include Albert Edward Dock and Tyne Improvement Commission Quay at North Shields, and across the river at South Shields, Tyne Dock with a new system for handling sawn soft wood, Sutherland Quay, and the Iron Ore Quay which can handle vessels up to 40,000 tons carrying capacity.

There are corporation quays at Tynemouth, mainly devoted to the fishing industry, at Gateshead and Newcastle where there are 30 berths extending for one and a half miles.

In addition, there are numerous private wharves owned and operated by commercial undertakings. Shipments of coal, for which the Tyne has so long been famed, are from special wharves known as "staithes".

These are owned by the Tyne Improvement Commission, the National Coal Board and British Railways.

The grain trade is handled by three large mills each with berthing and discharging facilities. The Co-operative Wholesale Society plant at Dunston has a capacity of 20,000 tons. Joseph Rank's mill at Gateshead has a silo capacity of 22,000 tons, and that of Spillers of Newcastle, 34,000 tons.

There are two large modern oil terminals belonging to Shell and B.P. Oil Companies, at Jarrow and Esso Petroleum Company at Howdon and a smaller oil terminal owned by Velva Liquids Ltd., at Lawe Oil Wharf, South Shields.

### **Shipbuilding and Ship Repairing**

The River Tyne is justly famed for its marine engineering industry and it was here that the first marine steam turbine was developed. Shipbuilding is now carried on by a consortium of firms, with 27 berths on the river; vessels of over 100,000 tons have been built and tankers of 250,000 tons are now under construction. There are ship repairing facilities for all sizes of ships not only alongside quays, and on slipways, but within no less than 31 docks, the largest of which will take vessels of up to 800 ft. in length with the possibility of extension to accommodate even larger ships. This concentration of ship repairing facilities is probably unique.

### **Proposed New Port Authority**

The National Ports Council, under the chairmanship of Lord Rochdale, has recommended that a new port authority for the river Tyne should be established to take over the functions and facilities of the Tyne Improvement Commission, and the Newcastle, Gateshead and Tynemouth Corporation Quays. No change of ownership was recommended for the coal staithes owned by the British Transport Commission, The National Coal Board or for existing privately owned wharves and jetties. These recommendations have been agreed and it is expected that the new port authority will be constituted in August, 1968; membership of the board will include representatives of ship owners, traders, local authorities, trade unions and government nominees.

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(12)

### **RIVER POLLUTION.**

I have made reference to this problem in previous annual reports. During 1967 the Tyneside Joint Sewerage Board moved to other premises at Newington Road, Newcastle upon Tyne, 2. The original plans of a purification scheme with works at Howdon, Wallsend, for primary treatment only, have been amended to include another such works at Dunston. Outline plans should be ready for submission for government approval this year and it is hoped that the actual work will commence in 1970, to be completed in six or seven years.



### **(13) MEDICAL ASSISTANCE AND TREATMENT.**

Although the statutory duties of the Medical Officer of Health are mainly concerned with infectious disease, he is more frequently called upon, at any hour of the day or night, to deal with all kinds of medical emergencies, including accidents, in addition to other illnesses of a non-infectious nature. When messages are received from shipping agents or by cable or radio regarding illness or accident on board inward bound vessels, arrangements are made for the patient to be seen on arrival and, if necessary, ambulance transport and admission to hospital arranged in advance.

A most valuable and useful liaison is maintained with the Medical Officers of the Shipping Federation who normally undertake the treatment of seamen suffering from illness arising on board a vessel after arrival and after clearance under the appropriate port health regulations. Such treatment may also be carried out by general practitioners either engaged by the shipping agent or under the National Health Service.

The Medical Officer of Health and members of the Staff deal with a wide variety of requests for information and advice from shipping companies and agents and also from private individuals regarding maritime medical and quarantine matters and vaccination for international travel.

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### **(14) PORT HEALTH CONTROL. GENERAL WORKING ARRANGEMENTS.**

The daily practical work of Port Health Control is carried out from the Port Health Offices at Mill Dam, South Shields. These offices provide satisfactory accommodation for the Medical Officer of Health, the Chief Port Health Inspector, and inspectorial and clerical staff; they are situated on the south bank of the river, approximately two and a half miles from where the river enters the sea, and are a convenient base from which to cover the lower and middle districts of the river. The adjacent Mill Dam Quay enables the Authority's two launches to berth at all states of the tide, and is within easy access of the launches' moorings at the ferry landing stage, South Shields.

The upper reaches of the river, including Newcastle and Gateshead, are under the control of the Deputy Chief Port Health Inspector. Here, boarding of vessels is generally direct from the quayside and, as there are good river crossing facilities by road bridge, transport throughout this district is mostly by car, the services of a launch being available as required.

The Clerk of the Authority, who is a solicitor, acting in a part time capacity, has an office at Norwich Union House, Newcastle, where only administrative and financial matters are dealt with.

A close and most useful liaison exists between the officers of the Port Health Authority and those of the Waterguard, H. M. Customs and Excise. This ensures the speedy clearance of incoming vessels; delays are usually due to the failure of Masters or agents to give advance warning, as required by regulation, of sickness on board a vessel and of the estimated time of arrival. Emergencies occurring outside office hours are usually of a medical nature and are the concern of the Medical Officer of Health rather than the inspectorial staff.













